

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB 22E

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Village of Lockland CODE# 061- 44366

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/22/00

CONTACT William R. McCormick PHONE # (513) 721-5500

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 721-0607 E-MAIL _____

PROJECT NAME: Wyoming Avenue Rehabilitation

SUBDIVISION TYPE

(Check Only 1)

- 1. County
- 2. City
- 3. Township
- X 4. Village
- 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- X 1. Grant \$ 405,000.00
- 2. Loan \$
- 3. Loan Assistance \$

**TERMINATED
BY APPLICANT**

PROJECT TYPE

(Check Largest Component)

- X 1. Road
- 2. Bridge/Culvert
- 3. Water Supply
- 4. Wastewater
- 5. Solid Waste
- 6. Stormwater

TOTAL PROJECT COST: \$ 450,000.00 FUNDING REQUESTED: \$ 405,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT:\$ _____ LOAN ASSISTANCE:\$ _____

SCIP LOAN: \$ 405,000.00 RATE: 3 % TERM: 20 yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

X State Capital Improvement Program

____ Small Government Program

____ Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING:\$ _____

Loan Interest Rate: _____

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ RLP Loan _____

NEEDS
: SEAN
LEARNEDS MAY

2000 SEP 22 PM 12:37

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$ _____ .00

Preliminary Design \$ _____ .00

Final Design \$ _____ .00

Bidding \$ _____ .00

Construction Phase \$ _____ .00

Additional Engineering Services

\$ _____ .00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$ _____ .00

c.) Construction Costs:

\$ 450,000 .00

d.) Equipment Purchased Directly:

\$ _____ .00

-

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$ _____ .00

f.) Construction Contingencies:

\$ _____ .00

g.) TOTAL ESTIMATED COSTS:

\$ 450,000 .00

*List Additional Engineering Services here:

Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

| | DOLLARS | % |
|---------------------------------|----------------|-------|
| a.) Local In-Kind Contributions | \$ _____ .00 | _____ |
| b.) Local Revenues | \$ _____ .00 | _____ |
| c.) Other Public Revenues | \$ _____ .00 | _____ |
| ODOT | \$ _____ .00 | _____ |
| Rural Development | \$ _____ .00 | _____ |
| OEPA | \$ _____ .00 | _____ |
| OWDA | \$ _____ .00 | _____ |
| CDBG | \$ _____ .00 | _____ |
| OTHER _____ MRF | \$ 45,000 .00 | 10 |
| SUBTOTAL LOCAL RESOURCES: | \$ 45,000 .00 | 10 |
| d.) OPWC Funds | | |
| 1. Grant | \$ 405,000 .00 | 90 |
| 2. Loan | \$ _____ .00 | _____ |
| 3. Loan Assistance | \$ _____ .00 | _____ |
| SUBTOTAL OPWC RESOURCES: | \$ 405,000 .00 | 90 |
| TOTAL FINANCIAL RESOURCES: | \$ 450,000 .00 | 100% |

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Wyoming Avenue Rehabilitation

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Project limits are from Forrer Avenue to western terminus (please see attached map)

PROJECT ZIP CODE: 45215

B: PROJECT COMPONENTS:

- 1.) Mill the existing pavement.
- 2.) Full and partial depth pavement repair as necessary.
- 3.) Remove and replace existing drainage structures.
- 4.) Install new vertical concrete curbs.
- 5.) Replace existing sidewalk.
- 6.) Overlay with new asphaltic concrete pavement.
- 7.) Seeding and mulching as necessary.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The length of the proposed project is 4600 LF. The width of the existing roadway is 48 feet. Existing storm drains and curbs are deteriorated and replacement is the only feasible solution. The existing pavement is heavily deteriorated and has numerous base failures.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 7800 Year: 1999
Projected ADT: same Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

| | |
|--|--------------------------------|
| TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT | \$ <u>450,000.00</u> |
| TOTAL PORTION OF PROJECT NEW/EXPANSION | \$ <u> .00</u> |

4.0 PROJECT SCHEDULE: *

| | BEGIN DATE | END DATE |
|---|-------------------|-----------------------------|
| 4.1 Engineering/Design: | <u>Complete</u> | <u> </u> |
| 4.2 Bid Advertisement and Award: | <u>07/01 /01</u> | <u>07/21/01</u> |
| 4.3 Construction: | <u>08/01/01</u> | <u>06/01/02</u> |
| 4.4 Right-of-Way/Land Acquisition: | <u>NA</u> | <u>/ /</u> |

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

| | |
|-----------------|--------------------|
| OFFICER | Jim Brown |
| TITLE | Mayor |
| STREET | 101 N. Cooper Ave. |
| CITY/ZIP | Lockland 45215 |
| PHONE | (513) 761-1126 |
| FAX | (513) 761-4948 |
| E-MAIL | |

5.2 CHIEF FINANCIAL

| | |
|-----------------|--------------------|
| OFFICER | Wayne Poe |
| TITLE | Clerk |
| STREET | 101 N. Cooper Ave. |
| CITY/ZIP | Lockland 45215 |
| PHONE | (513) 761-1126 |
| FAX | (513) 761-4948 |
| E-MAIL | |

5.3 PROJECT MANAGER

| | |
|-----------------|----------------------|
| TITLE | William R. McCormick |
| STREET | Project Engineer |
| CITY/ZIP | 2021 Auburn Avenue |
| PHONE | Cincinnati 45219 |
| FAX | (513) 721-5500 |
| E-MAIL | (513) 721-0607 |

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Jim Brown - Mayor

Certifying Representative (Type or Print Name and Title)

Jim Brown 9/19/00
Signature/Date Signed

PROJECT: WYOMING AVENUE REHABILITATION
ENG. EST.: \$450,000.00

ENGINEER'S
ESTIMATE

| DESCRIPTION | UNIT | QUANT | UNIT | TOTAL |
|--------------------------|------|--------|-------------|---------------|
| REMOVE & REPLACE CURB | LF | 6,000 | \$ 18.00 | \$ 108,000.00 |
| MILL SURFACE | SY | 25,000 | \$ 2.00 | \$ 50,000.00 |
| FULL DEPTH REPAIR | SY | 2,000 | \$ 35.00 | \$ 70,000.00 |
| 2" ASPHALT CONCRETE | CY | 1,400 | \$ 65.00 | \$ 91,000.00 |
| ADJUST MANHOLE (w/rings) | EA | 40 | \$ 225.00 | \$ 9,000.00 |
| ADJUST INLETS (w/rings) | EA | 40 | \$ 295.00 | \$ 11,800.00 |
| MAINTAIN TRAFFIC | LS | 1 | \$40,000.00 | \$ 40,000.00 |
| RESTORATION | LS | 1 | \$70,200.00 | \$ 70,200.00 |

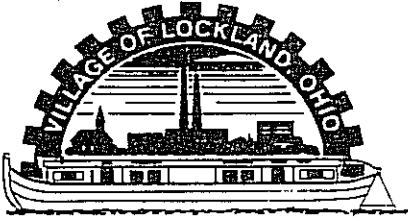
TOTAL ESTIMATED COST \$450,000.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 30 YEARS.



DANIEL W. SCHOSTER, P.E.





VILLAGE OF LOCKLAND

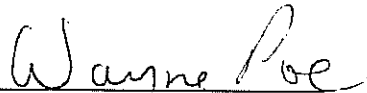
101 North Cooper Avenue
Lockland, Ohio 45215

Mayor
Jim Brown

Village Administrator
Evonne Kovach

STATUS OF FUNDS CERTIFICATION

The Village of Lockland will utilize \$45,000.00 from the Municipal Road Fund for its participation in the Wyoming Avenue Rehabilitation Project.


Wayne Poe, Clerk
Village of Lockland

VILLAGE OF LOCKLAND, OHIO
RESOLUTION NO. 004 7

A RESOLUTION AUTHORIZING THE VILLAGE ADMINISTRATOR TO EXECUTE AND FILE WITH THE DISTRICT PUBLIC WORKS INTEGRATING COMMITTEE A FINAL APPLICATION ON BEHALF OF THE VILLAGE OF LOCKLAND FOR AID IN PARTLY FINANCING THE COST OF CAPITAL IMPROVEMENT PROGRAM ROUND 15; TO EXECUTE CONTRACT AGREEMENTS WITH THE STATE OF OHIO; AND AUTHORIZING THE VILLAGE COUNCIL TO PERFORM ALL ACTS AND EXECUTE ALL DOCUMENTS THEY CONSIDER NECESSARY TO FULFILL THE VILLAGE OF LOCKLAND'S OBLIGATIONS UNDER SAID APPLICATIONS AND CORRESPONDING AGREEMENTS AND TO COMPLY WITH ALL RELEVANT LOCAL, STATE AND FEDERAL LEGAL REQUIREMENTS AND TO PROVIDE ASSURANCES AND ADDITIONAL INFORMATION AS REQUIRED BY THE OHIO PUBLIC WORKS COMMITTEE, AND DECLARING AN EMERGENCY.

WHEREAS. The Village of Lockland is applying for aid to finance the cost of capital improvements projects Pursuant to the State of Ohio Capital Improvement Program Round 15; and

WHEREAS. the Director of the Ohio Public Works Commission is authorized to assist in the financing of Capital Improvement Projects; and

WHEREAS. The contract for financial assistance will impose certain obligations upon the applicant.

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Village of Lockland, State of Ohio, that:

SECTION I the Village Administrator is authorized to execute and file an application on behalf of the Village of Lockland with the Ohio Public Works Commission to finance the cost of capital improvement projects pursuant to the State of Ohio Capital Improvement Program Round 15.

SECTION II the Village Administrator is authorized to execute contract agreements with the State of Ohio.

SECTION III the Village Administrator is authorized to perform all acts and execute all documents considered necessary to fulfill the Village of Lockland's obligations under said application and corresponding agreements and to comply with all relevant local, state or federal legal requirements and to provide assurances and additional information as required by the Ohio Public Commission of the Ohio Small Government Capital Improvement Commission.

SECTION IV this resolution is an emergency measure necessary for the immediate preservation of the public peace, health, safety and welfare and shall go into effect immediately upon its passage. The reason for this emergency is to enable the Village to make proper application and execute all required documents by the application due date in-order to be considered for Round 15.

ADOPTED this 27 day of June, 2000.

ATTESTED: Wayne Poe
Wayne Poe- Clerk

Jim Brown
Jim Brown- Mayor

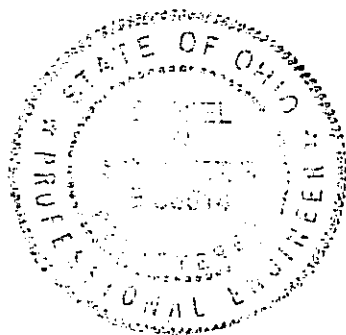


TRAFFIC COUNT CERTIFICATION

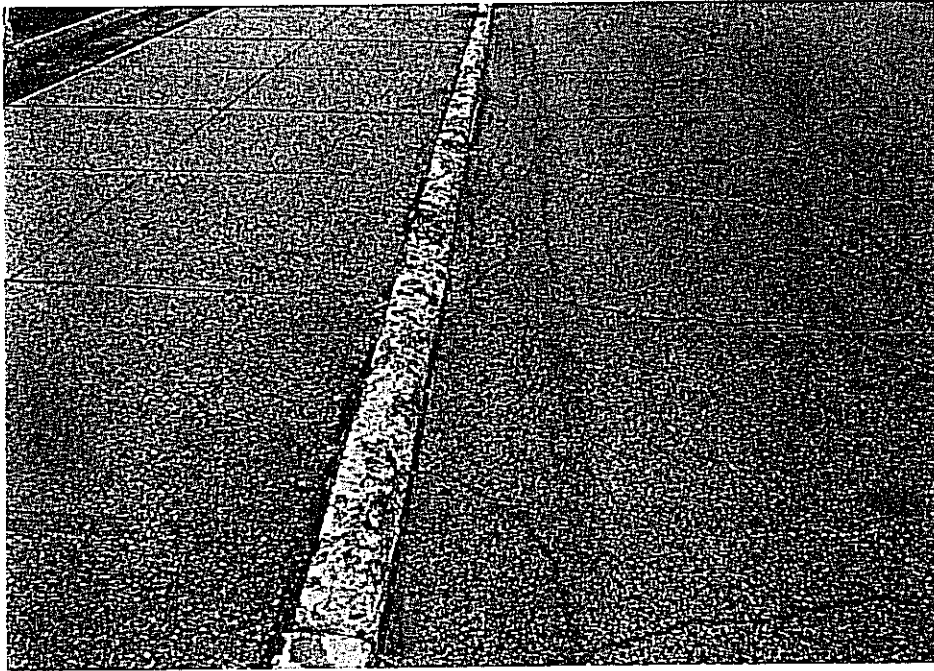
This is to certify that Wyoming Avenue has 7,800 vehicles per day.



Daniel W. Schoster, P.E.



Wyoming Avenue



Deteriorated Curb and Pavement Cracking

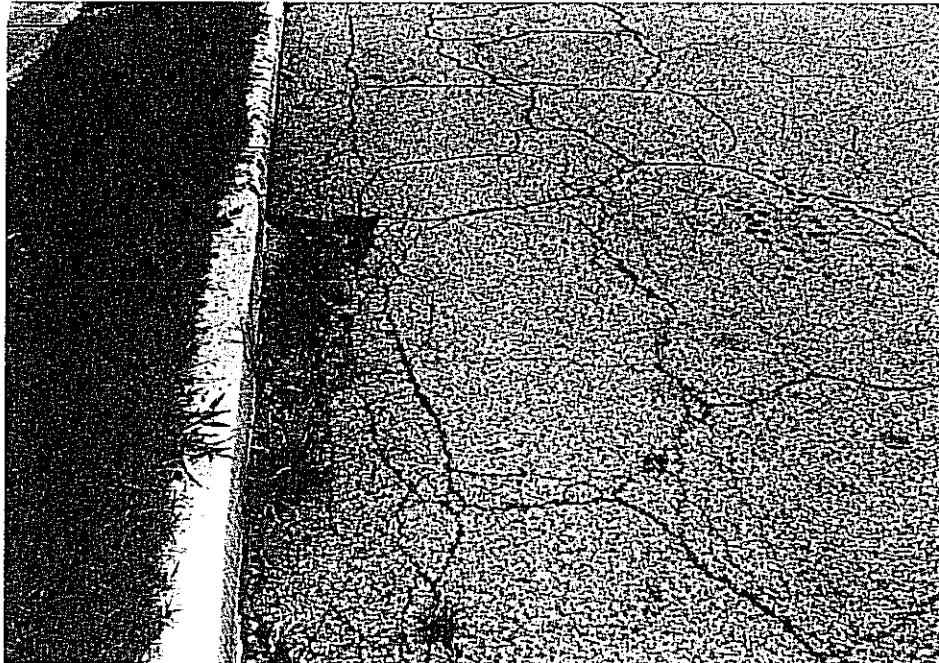


Pavement Cracking
Potholes Developing

Wyoming Avenue



Curb Spalling & Pavement Cracking



Severe Pavement Failure

Wyoming Avenue



Pavement Failures due to Ponding Water



Water Ponding

Wyoming Avenue



Pavement Scaling and Raveling,
due to Ponding of Water

Wyoming Avenue



Pavement Deteriorated

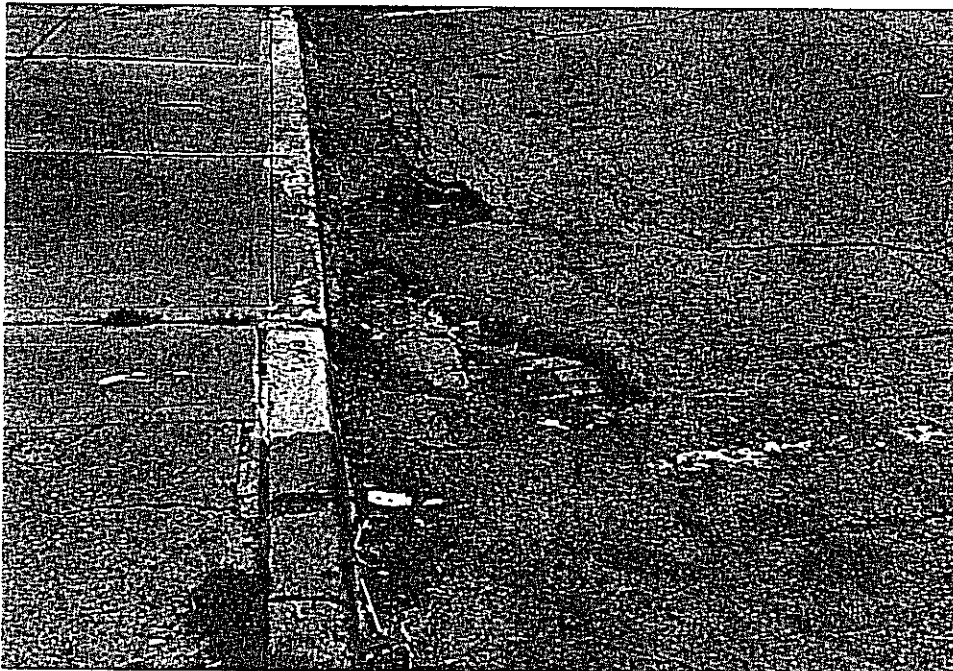


Pavement Cracking & Scaling

Wyoming Avenue

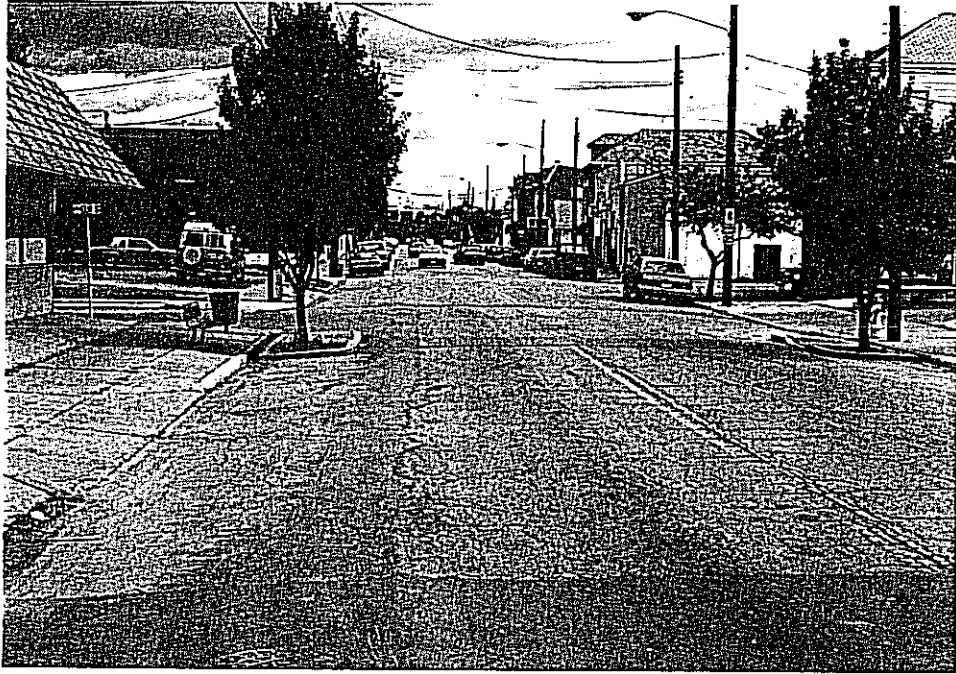


Dilapidated Curb
Rebar Exposed



Potholes & Pavement Ravelling

Wyoming Avenue



Overall View



Pavement Ravelling

ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

This pavement is exhibiting numerous pavement failures. The roadway is very rough and full of potholes, wash boarding and alligator cracking. Sidewalks are dilapidated and need to be replaced.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

By improving the pavement, the risk of accidents to motorists will be greatly decreased.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

No significant health improvements.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Wyoming Avenue

Priority 2 S. Wayne Avenue

Priority 3

Priority 4

Priority 5

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No ☒ Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

None

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

MRF

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

None

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 1

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes X No _____ N/A _____

c.) Are all utility coordination's completed? Yes X No _____ N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____
Temporary _____
Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. _____ 0 _____ months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This road is a major thoroughfare between Wyoming, Reading & Lockland.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will be ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 6500 X 1.20 = 7800 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional \$5.00 License Tax yes

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 15 - PROGRAM YEAR 2001
PROJECT SELECTION CRITERIA
JULY 1, 2001 TO JUNE 30, 2002

NAME OF APPLICANT: Lockland

NAME OF PROJECT: Wyoming Avenue Rehabilitation

RATING TEAM: 5

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?
- | | |
|---|--------------|
| 25 - Failed | Appeal Score |
| 23 - Critical | |
| <input checked="" type="radio"/> 20 - Very Poor | _____ |
| 17 - Poor | |
| 15 - Moderately Poor | |
| 10 - Moderately Fair | |
| 5 - Fair Condition | |
| 0 - Good or Better | |
- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?
- | | |
|---|--------------|
| 25 - Highly significant importance | Appeal Score |
| 20 - Considerably significant importance | |
| 15 - Moderate importance | _____ |
| 10 - Minimal importance | |
| <input checked="" type="radio"/> 0 - No measurable impact | |
- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?
- | | |
|---|--------------|
| 25 - Highly significant importance | Appeal Score |
| 20 - Considerably significant importance | |
| 15 - Moderate importance | _____ |
| 10 - Minimal importance | |
| <input checked="" type="radio"/> 0 - No measurable impact | |
- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).
- | | |
|-------------------------------------|--------------|
| 25 - First priority project | Appeal Score |
| 20 - Second priority project | |
| 15 - Third priority project | _____ |
| 10 - Fourth priority project | |
| 5 - Fifth priority project or lower | |
- 5) Will the completed project generate user fees or assessments?
- | | |
|---------|--------------|
| 10 - No | Appeal Score |
| 0 - Yes | |
| | _____ |

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- | | |
|--|--------------|
| 10 – The project will <u>directly</u> secure <u>significant</u> new employment | Appeal Score |
| 7 – The project will <u>directly</u> secure new employment | |
| 5 – The project will secure new employment | _____ |
| 3 – The project will permit more development | |
| 0 – The project will not impact development | |

7) Matching Funds - LOCAL

6) 0

10 - This project is a loan or credit enhancement

9) 2

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

11) 6

4 – 20% to 29.99%

2 – 10% to 19.99%

~~0~~ – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

~~2~~ – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

- | | |
|---|--------------|
| 10 - Project design is for future demand. | Appeal Score |
| 8 - Project design is for partial future demand. | |
| 6 - Project design is for current demand. | _____ |
| 4 - Project design is for minimal increase in capacity. | |
| 2 - Project design is for no increase in capacity. | |

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

~~5~~ - Will be under contract by December 31, 2001 and no delinquent projects in Rounds 12 & 13

3 - Will be under contract by March 31, 2002 and/or one delinquent project in Rounds 12 & 13

0 - Will not be under contract by March 31, 2002 and/or more than one delinquent project in Rounds 12 & 13

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

- | | |
|--------------------------------|--------------|
| 10 - Major impact | Appeal Score |
| 8 - | |
| 6 - Moderate impact | _____ |
| 4 - | |
| 2 - Minimal or no impact | |

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

0

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

| <u>Design Year</u> | <u>Design year factor</u> | | |
|--------------------|---------------------------|-----------------|--------------|
| | <u>Urban</u> | <u>Suburban</u> | <u>Rural</u> |
| 20 | 1.40 | 1.70 | 1.60 |
| 10 | 1.20 | 1.35 | 1.30 |

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.